(c) The details of the action taken so far/proposed to be taken *inter-alia* include: establishment of Clearance Delivery Position to enable pilots to expedite departures; introduction of Auto Release procedures to release the departures on standard routes upto a certain height for expeditious departures; deployment of additional manpower; creating separate helipads and corridors for helicopters; construction of new high speed exit and parallel taxiways to reduce the runway occupancy time and enable operations from both the runways; restructuring of airspace; filling up of vacant posts in ATC; upgradation of Air Traffic Control Automation System and installation of Advanced Surface Movement Guidance & Control System; introduction of Air Traffic Flow Management System to enable the departures from airports other than Delhi and Mumbai.

Profits Earned by IA

594. SHRI V. NARAYANASAMY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the Indian Airlines which was in the red earlier, now started making profits due to restructuring by Government; and

(b) if so, what is the total profit which Indian Airlines made during the year 2004-2005?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) Indian Airlines is likely to earn an estimated net profit (after tax) of Rs. 17.50 crores in the year 2004-2005.

Air connectivity to Middle-East Countries

595. SHRI C. PERUMAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether a large chunk of non-resident Indians are working in Arab and Middle East countries;

(b) whether flights to those countries are not adequate and also the fare is very high;

(c) whether there has been demand for reduction of fare and increase in the connectivity;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) to (e) Though connectivity on India-Arab/Middle East countries route has increased over the years and the average fares have also dropped, there have been demands for further increase in connectivity and reduction in fares. Traffic rights on international routes are reviewed from time to time to address the growth in capacity demand.

Violations of Safety Norms by Private Airlines

596. SHRI SHANTARAM LAXMAN NAIK: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Open Sky Policy has been successful in the country;

(b) whether there were any instances in which private airlines were found to be violating safety norms during their operations;

(c) if so, the details of such instances; and

(d) the action taken in such matters?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) While Government has gradually liberalised the traffic entitlements on foreign routes, no 'open sky' policy has been adopted.

(b) to (d) As per records, four such incidents were reported to the Directorate General of Civil Aviation *viz.* incident of taking off from the wrong runway, overrun incident, falling of a passenger from step ladder and wrong entry of run-way by the aircraft during the period 2002-2005. Remedial action had been initiated immediately after such incidents by the Directorate General of Civil Aviation as per the established procedures and safety guidelines.